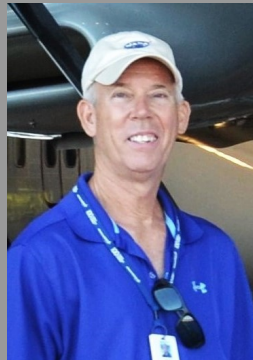




## President's Message:

2021  
Annual  
Meeting

Steve Kelly  
CAHS President



The by-laws of CAHS provide for an annual meeting to be held each year to apprise the membership of the activities of the Society and to elect one-third of the governing board for three year terms. Of course, this year's meeting is different, as it will see six board member positions open due to the cancellation of last year's annual meeting. In this issue of the Journal we have included biographies of those members who are seeking a place on the board. Please review these prior to the meeting. Members in good standing are eligible to vote and I encourage those who are able to attend to join us at the hangar on March 22<sup>nd</sup>. The facility will be open at 6:30pm.

We will do our best to insure that this meeting is conducted in a safe environment. For anyone who is apprehensive about attending an in-person event, we are going to offer a virtual attendance option through Zoom for those who would prefer to attend in this manner. The details, including the instructions for voting, will be provided by email to members in good standing in this week.

### Bill Edwards Aircraft Artifacts

Through the extraordinary efforts of aviation history enthusiasts in Europe and America, we have acquired artifacts from the P-51D flown by Hall of Fame laureate Bill Edwards. Edwards bailed out of a flak crippled fighter in July of 1944, and became a Prisoner of War until May of 1945. Bill's son Steve Edwards brought a number of artifacts to our office several weeks ago, and efforts to recover more from this wreck are still proceeding. We plan to produce a comprehensive story on Edwards and the fascinating tale of the recovery of these WWII artifacts in a future "Balloons to Ballistics" Journal.

On Monday, March 22, we will conduct the annual meeting of the Society at the Exploration of Flight hangar at Centennial Airport, 13005 Wings Way, Englewood, Colorado. Check-in will begin at 6:30pm. The hangar will be reserved for our meeting on Monday evening, so that only our members will be able to enter the building. This outstanding facility will allow for appropriate social distancing as per Arapahoe County regulations. Also, it is likely that a mask requirement will still be in force at the time of the meeting.

I know that many of you were concerned that no meeting was held last March, due to the sudden imposition of COVID-19 restrictions. Our current board has continued to conduct the business of the organization through "Zoom" meetings while access to our office space has been restricted. We have made progress in a number of areas throughout this difficult time, which will be noted through several presentations at this meeting.

# The Skyote Biplane

Story by Jerry Thomas, Editor, EAA Chapter 932

**(Editor's note: The following article was sent to the Colorado Aviation Historical Society in 2020 as an [unsolicited] offering for our archives. We reproduce it here, in its entirety, along with some additional information, as an historically significant story for your reading pleasure.)**

As an aerobatic pilot, Pete Bartoe dreamed of the ideal biplane. Something with the responsiveness and strength of a Bucker Jungmeister, and the low-speed characteristics and fuel economy of a Rose Parakeet. In the early 1970s, Pete designed and built his dream and named it the **Skyote** (rhymes with "coyote"). Its first flight occurred in 1976. Stressed to 9G(+) and 6G(-), it can fly as slow as 38 Kts and fast as 137 Kts, with a 1,500 fpm rate of climb and a gross weight of 900 lbs.



Bartow Skyote (Photo: Aircraft Spruce and Specialty)

In 1976, none other than Bob Hoover took it for a test flight and reviewed it for Sport Aviation. He offered this assessment: *"I can only say that it was a rare experience to fly an airplane that exhibited such delightful flying qualities, along with an immense amount of creature comfort. The slow flight feature also provides short field performance that makes any little grass strip quite suitable. The Skyote gets off as quickly as a Super Cub - maybe quicker!"*

Pete Bartoe's personal Skyote is on display, along with his Jetwing\*, at the Wings Over the Rockies Air and Space Museum. Plans and components for the Skyote are available from Aircraft Spruce, and an active Skyote Type Club is based in Grayslake, IL. At 2016's *Air Venture* in Oshkosh, a Skyote built by John Roberts won the *Home-*

*built Plans Champion Award*. Further information and photos can be found at [Skyote.org](http://Skyote.org).

\* See CAHS 2020 Winter Journal (4Q2020) for a complete article on the Bartoe Jetwing.



Skyote in flight (Photo: Aircraft Spruce and Specialty)

## Skyote Data

Engine: Continental O-200, 100 hp  
Prop: Catto2-blade, fixed pitch  
Wingspan: 20 ft. 0 in  
Length: 16 ft. 3 in  
Empty weight: 656 lb.  
MTOW: 975 lb.  
Fuel capacity: 15 USG  
Full fuel payload: 229 lb.  
Cruise: 90 Kts  
ROC: 1200 fpm  
Landing speed: 40 Kts  
Stall: 38 Kts  
Takeoff roll: 300 ft.  
Landing distance: 550 ft.  
Load rating: +9 G/-6 G  
Cabin width: 20.25 in  
Seats: 1



Hall of Fame Laureate Pete Bartoe at the 2004 CAHS banquet (Photo: Bing.com images)

# Flew West

by Brian Richardson

Have you ever wondered where the term ‘Flew West’ comes from when folks talk about the passing of an aviator? Having spent practically my entire life around aviation, I’ve heard that phrase used a great many times, but never really gave it any thought. I’d heard my dad, a great pilot in his own right, use that term often when referring to old friends and acquaintances, and then heard that same expression used during his eulogy just a few years ago. So, I’ve always accepted it as a truism.

Recently, at a friend’s funeral, the chaplain repeated that quote and it somehow struck a nerve. Outside was a cold, overcast day with a front moving in from the northwest, bringing the promise of miserable winter conditions. On the forty-five minute drive home, I began to wonder why anyone would want to fly west into the face of a storm, especially since winds are predominantly from the west. So, I looked to the trusty Internet and recently found the following on Quora, by Jim Moore, who is identified as a cabinet speechwriter, journalist, and audiobook narrator. This response was posted two years ago, and is probably the most logical definition I’ve read to date. It is being copied here in its entirety...

It follows that as the sun sets (in the west) and the day ends with its setting, so too does a fallen pilot fly into the sunset of his or her days. At least that is how my family of pilots, and all the military pilots I grew up with, interpret the phrase. When my father, a military pilot, died and was memorialized at Arlington National Cemetery, several of his flying colleagues made reference to my father’s final flight west. Some pilots might interpret the phrase to mean that the dead pilot will always be flying under the sun, always flying west to keep up with it. Either way, it’s a pleasant thought for those of us who fly and who mourn loved ones and colleagues who have finally “slipped the surly bonds of earth.” I leave you with the poem, *High Flight*, by John Gillespie Magee:

*"Oh! I have slipped the surly bonds of Earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
of sun-split clouds, — and done a hundred things  
You have not dreamed of — wheeled and soared and  
swung*

*High in the sunlit silence. Hov'ring there,  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air...*

*Up, up the long, delirious, burning blue  
I've topped the wind-swept heights with easy grace.  
Where never lark, or even eagle flew —  
And, while with silent, lifting mind I've trod  
The high untrespassed sanctity of space,  
— Put out my hand, and touched the face of God."*

Note: John Gillespie Magee Jr. (9 June 1922 – 11 December 1941) was a World War II Anglo-American Royal Canadian Air Force fighter pilot and poet, who wrote the poem *High Flight*. He was killed in an accidental mid-air collision over England in 1941.

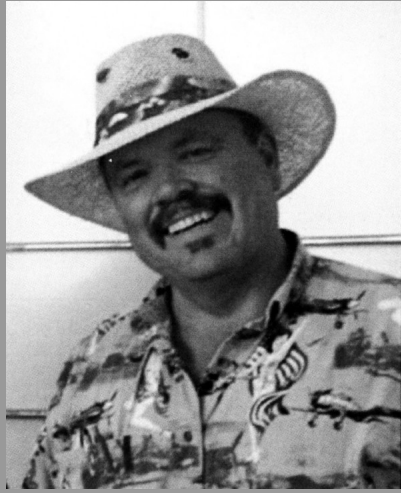
## Mystery Quiz Winter 2020 (4Q20) Journal Answer

The photograph presented in the last issue Mystery Quiz was of a Ryan B-5 Brougham, NC9237, c/n 195, taken in front of Hangar No. 1 at Denver Municipal (Stapleton) Airport in the late 1920's. The pilot has yet to be identified. No one responded with the correct answer!

Produced in five different variants, mostly due to engine changes, the Ryan Brougham was a small, single-engine high wing airliner offered in the United States in the 1920's and early 1930's. Demand for the Brougham was high among small airlines and charter operators, and it not only sold well in the domestic market, but was exported to China, Guatemala, Mexico and Salvador. Production was halted by worsening economic conditions in the United States that led to the sale of the Ryan factory in October 1930.

If you have information that can help us identify the person in front of the aircraft, please contact [aviator\\_b@msn.com](mailto:aviator_b@msn.com) with your information.





Brian Richardson AVAr Program Director

# Aviation Archaeology - Notes from the Field United Air Lines Flight 409

by Brian Richardson

United Airlines Flight 409, a scheduled C-54B-DC service from New York to San Francisco, was late due to weather enroute, when it landed in Denver for a mandatory crew change and refueling

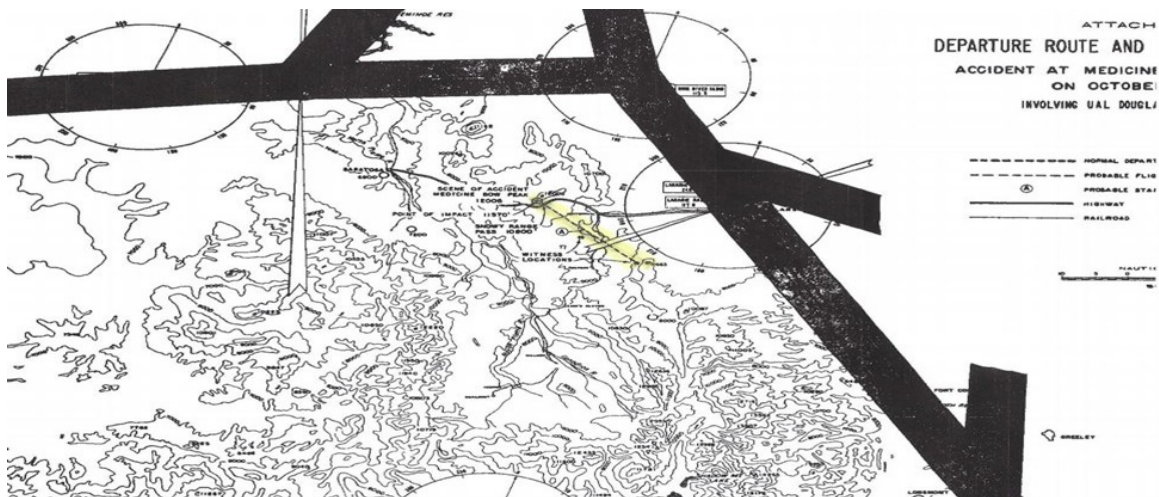
stop. From his briefing, Captain Clinton C. Cooke Jr., the oncoming pilot-in-command, was acutely aware of the timetable he was dealing with one hour and eleven minutes behind schedule when he accepted command of the flight from Denver forward.

At 06:33 hours local, Thursday, October 6, 1955, Flight 409 lifted off from Stapleton Municipal Airport and headed northwest on its prescribed VFR (visual flight rule) course, which took it to Laramie, Rock River, Fort Bridger, and Salt Lake City; a route that easily cleared all mountainous terrain. When Flight 409 failed to make its mandatory communications check at 08:11 hours, an alarm went out to search and rescue organizations in both Colorado and Wyoming.

A Wyoming Air National Guard pilot was the first to site wreckage on Medicine Bow Peak, which was well off course for the commercial airliner. That pilot, Capt. Mel Conine, knew a common practice of pilots who had previously flown the earlier commercial air mail routes often tried to make up time on their routes by cutting corners and heading through the high mountain passes.

Flight 409 struck the nearly vertical eastern face of Medicine Bow Peak at an elevation of 11,570 feet, just 60 feet below the peak of the mountain. All souls on board, sixty-three passengers and three crew members, perished instantly upon impact. This was the deadliest aircraft accident in commercial aviation history at that time.

To this day there are numerous unanswered questions as to why this accident occurred. Many speculate that Captain Cooke disregarded company policy and cut corners, trying to make-up lost time to avoid inconveniencing his passengers. There are some who believe that the flight crew was incapacitated by a faulty cabin heater, leaking deadly carbon monoxide into the cockpit. Unfortunately, we will probably never know exactly what events lead to the tragic crash that day. Much of the investigative technology used



Flt. 409s originally planned route is in black, but the route taken by Capt. Cooke is in yellow – it appears he may have been trying to make up time by cutting corners (Image: CAB)

(continued from page 4)



Tail section shortly after the accident. This was the largest piece of structure to survive the impact. (Photo: American Heritage Center)

at that time was thwarted by the fact that practically all of the forward portion of the aircraft disintegrated upon impact with the mountain. Even the bodies of Flight 409's occupants were largely unrecognizable. And one must remember that this was in the days before cockpit voice and flight data recorders.



One of the P&W R-2000 engines near the bottom of the debris field (Photo: Brian Richardson)

After an exhaustive two-year investigation, the [then] Civil Aeronautics Board determined that the probable cause of the accident was... the action of the pilot in deviating from the planned flight route for reasons unknown.

Six and a half decades later, two different AvAr teams ascended the incredibly dangerous, eastern slope of

Medicine Bow Peak in search of this crash site. On 8 August 2020, CAHS AvAr field agent Mark Milliken and his son, Eric, climbed to the top of the talus slope, about 11,200 feet above sea level, and documented several previously uncaptured artifacts. Then, on Saturday, August 15th, AvAr field agents Ron Miller and Brian Richardson, continued investigating the debris field, although not quite reaching the top of the talus field. This was an arduous trek and not one to be attempted by the unprepared.

Even though 65 years has passed, the crash site of Flight 409 is still laden with considerable debris. AvAr has maintained that every crash location leaves a footprint, and this site is no exception to the rule. In addition to the treacherous climb at an oxygen deprived altitude, finding artifacts around the site of Flight 409 is seriously hindered by the massive boulder field. We looked beneath and between each obstruction to find most artifacts, which are still plentiful if you are willing to make the climb.



Ron Miller examining a piece of debris near the base of the cliff (Photo: Brian Richardson)

This was a welcome mission for AvAr after many months of sheltering because of the Covid pandemic. We learned a couple of valuable lessons from this adventure as well. (For me, personally, I learned that you can't hang around the house and eat cookies every day for six months during the pandemic, then think that you can just make a quick climb to 11,000 feet over rough terrain. OMG, I thought I was going to die!) Most important is the fact that we need to recruit much younger team members. Climbing to elevations in excess of 10,000 feet MSL, sometimes without benefit of a trail, requires youthful adventurers. If you are interested in joining our AvAr team, please let me know. For more information about joining us in the field and or upcoming expeditions, please contact AvAr Program Director Brian Richardson at [aviator\\_b@msn.com](mailto:aviator_b@msn.com)

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If you have an interest in taking part in the activities of our *AvAr* team contact Brian at [Aviator\\_b@msn.com](mailto:Aviator_b@msn.com) or call 970-405-5377

# La Junta Army Airfield

By Brian Richardson

About five miles north of the City of La Junta, on State Route 109, sits La Junta Municipal Airport. Like many other rural, out-of-the way airfields, this facility boasts a small industrial park and some additional recreational features such as a rodeo arena, a nine-hole golf course, and an automobile race track.



CO ANG photo of American Legion Field taken 6/12/1940, looking south towards the town of La Junta and the Arkansas River. (Photo: *AvAr* Archives)

The airport footprint covers an enormous 4,200 acre plot, offering the use of two long runways, although there's the obvious outline of what was once another massive runway, now long-gone. (In comparison, Centennial Airport in Englewood, Colorado, the nation's third busiest General Aviation airport, offering three runways, only occupies 1,400 acres.) The parking ramp is nearly one mile long by 600 feet wide, which is pretty impressive. There are two GPS approaches to the main runway (08/26), yet the only services provided are fuel and parking... that's it! With only a small number of general aviation (GA) aircraft based here, one can't help but think that this airport was originally intended for a much greater purpose.

In July, 1939, La Junta city managers began construction of a commercial airport approximately five miles north of the city. In cooperation with Continental Airlines a terminal building was completed, two dirt runways were laid-out, and federal night-lighting and navigational beacon requirements were met. Regularly scheduled air-mail and passenger service was instituted at the La Junta Municipal Airport, then known as Legion Airfield, in early 1940.

(continued on next page)

(Continued from page 6)

By April, 1942, the world was embroiled in war and the U.S. Senate approved this airfield in Southeastern Colorado for use by the British Commonwealth Air Training Plan, immediately authorizing construction of expanded facilities and runways. They contracted with Peter Kiewit and Sons, Inc., a Denver contractor, who accepted the job. (This company would go on to prominence in building airfields for the USAAF around the world during WWII, as well as many of the auxiliary airfields in Colorado.)

Then, in July 1942, realizing our own need for training fields, this facility reverted to U.S. Army use and was designated as an Army Air Force advanced training base, never to receive any British contingent. Commissioned in October 1942, the field was officially named La Junta Army Air Base (LJAAB) and assigned to the Western Flying Training Center.

Buildings at the airfield consisted of 134 barracks, nine mess halls, hangars, a hospital, a chapel, warehouses, instructional buildings, repair shops, orderly rooms, day rooms, several service clubs, a theater, and other recreational facilities. A motor pool, base dump, steam plant, water treatment plant, sewer treatment lagoon, and shooting ranges were also added. There was even a railroad spur that ran onto the base. In essence, this airfield became a city unto itself. As well, commercial airline service to the airfield was maintained throughout the war years.

Initially opened as an Army Air Force twin-engine advanced training school, using AT-9 and AT-17 aircraft, the training command changed its mission after only a few months. No more cadet classes were to enter advanced flight training at La Junta. Instead, pilots recently graduated from other schools would be sent to La Junta to receive transition training in flying B-25 Mitchell medium bombers. The exception to further cadet training was to be for the Nationalist Chinese cadets only. During 1944, the operational training load at the base exceeded 24,000 flying hours per month.

Over the course of its short (39 months) existence, this base produced more than 6,000 qualified U.S. airmen who would contribute to the Allies eventual success. In addition to American airmen, 671 Chinese pilots passed through this facility on their way to combat the Axis foe over their homeland. The base permanent party compliment was usually about 3,000 military and 1,000 civilian personnel, which provided a tremendous boost to the local economy.

Following victory in Europe, the need for B-25 pilots had diminished and with the expected invasion of Japan looming large, the Army Air Force decided to change La Junta's mission to transitioning other pilots into the B-17 Flying Fortress for heavy bombardment duty. However, this was to be short lived and, in the closing days of the war, the mission was once again changed to transition pilots into the P-47 Thunderbolt for B-29 escort duty over Japan.

Beating swords into plowshares, the government quickly disavowed many military installations shortly after cessation of hostilities in September 1945 and scores of airbases across the country were turned over to local authorities. La Junta Army Air Base was one of those, returned to the municipality in 1946.



The last remaining WWII hangar was originally the base paint shop, but is now used by 007 Dusting Inc. (Photo: Larry Liebrecht)

Among the numerous research documents collected during AvAr's LJAAB project is a photo-static copy of a May 1946 flyer, published by the War Assets Administration, announcing the sale of surplus government buildings and fixtures at the airbase. With the exception of but a few buildings and hangars, every structure above ground was to be sold at pennies-on-the-dollar, so long as the purchaser quickly dismantled and removed each structure from the property. It's interesting to note that during our many sweeps with metal detectors over the airfield cantonment area, especially around the barracks and communal building sections, we discovered an untold number (in the thousands) of nails; most likely ripped in haste by the deconstructors of these buildings in preparation for the move of their new buildings off property.

One of the many who served there during the war years was Leo J. Scheberle, a contract flight instructor, who

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taught students between the base opening and late 1944, when he was assigned as a B-29 flight instructor in New Mexico. After the war he returned to Colorado and spent many years as a professional aviator. In January 2013, Leo assisted Colorado Aviation Historical Society (CAHS) **AvAr** field agents with a crash site investigation dating back to 25 April 1944, that involved a colleague of his at LJAAB. Then, in October 2013, Leo Scheberle was inducted into the CAHS Hall of Fame (CAHoF). This distinguished gentleman flew West on January 28, 2018.

In comparison to other Colorado airports, this field reports a relatively lower volume of annual operations (8850, per year/24 per day, according to the 2020 airport website) than most. Yet La Junta Municipal Airport has served the local community well these many years, affording adequate facilities for a handful of local GA airplane owners. It also provides a convenient base of operations for aeromedical emergency services in Southeastern Colorado and boasts some of the cheapest aviation fuel prices in the state, attracting many transient pilots.

Between 2011 and 2014, CAHS **AvAr** team members, in cooperation with La Junta City staff and cultural resource managers, conducted numerous weekend field excursions to this site for the purpose of archaeological exploration. Over the course of four seasons, field agents uncovered

and surveyed several known crash sites, utilizing more accurate and efficient technology, while also discovering another [recent] undocumented crash site. In its haste to dispose of war material before the base turnover, the U.S. government left a treasure trove of debris near the base railhead, now considered a historic trash midden, which **AvAr** discovered and explored. Following anecdotal evidence from a reliable source, **AvAr** coordinated with a team from CU Boulder to employ its ground penetrating radar (GPR) over a long-weekend in search of buried aircraft engines from the closing days of WWII; 48 hours of exhausting search patterns, under a sweltering sun, turned up nothing. Oh, well, at least we now know where those engines are not!



1945 aerial photo of the airbase looking north.  
(Photo: AvAr Archive)

Sitting out in the middle of the “proverbial” prairie, this wonderful time capsule of our greatest generation has suffered the indignity of being largely forgotten. Not too many citizens seem to remember or care much about some of our most precious American aviation history. Old airfields like this, all around the country, are regularly lost to the ravages of time and economy and, along with them, most of the areas living memory. A recent Forbes article stated that about 245 WWII veterans are lost to us every day, and that the last surviving veteran will be gone by the end of 2043.

The Colorado Aviation Historical Society (CAHS) is dedicated to recording, preserving and displaying our state’s aviation heritage. Please help us capture this unique history at airfields like the La Junta Municipal Airport and elsewhere. If you have any information that might help CAHS to preserve this heritage, please contact [aviator\\_b@msn.com](mailto:aviator_b@msn.com).



Remains of the Norden bombsight storage vaults, situated south of the flight line. (Photo: AvAr Archive)

and mapped the original 1940 Legion Airfield airline terminal facility, as well as a (previously unrealized) maintenance hangar foundation. Our team members relocated



## Flown West

# Preben K Bonde



Colorado Aviation Hall of Fame Laureate Preben “PK” Bonde, passed away at his home in Longmont, Colorado on Friday, January 8, 2021, just one hundred and three days before his 100<sup>th</sup> birthday.

Emigrating from Denmark to the United States in 1925, Preben was only four years old when his family settled in Colorado. Although he travelled extensively throughout his professional life, Colorado was his true home.

With the advent of World War II, Preben found his true calling and life-long passion for aviation. Enlisting in the Army Air Corps as an aviation cadet, he went on to serve as a medium-bomber flight instructor stateside, then flew 42 combat missions in the European Theater of Operations (ETO) in Martin B-26 “Marauders.”

Following the war, Preben returned to Colorado and civilian life. He resumed his flying career as a co-pilot with United Air Lines (UAL), flying DC-3s out of Salt Lake City until 1948, when he was called back to active duty during the Berlin Airlift.

After being released from temporary military service he returned to his flying duties with UAL. Throughout a career that spanned three-and-a-half decades with that carrier, he ascended the corporate ladder in ever-increasing positions of responsibility, ultimately retiring as the Vice President of Western Division Operations, in 1981.

During his many years in aviation, Preben “PK” Bonde logged more than 13,000 hours of flight time (living more than a year-and-a-half in the air) in both military and civil

aircraft, holding twelve FAA type-ratings in various commercial, multi-engine piston and jet aircraft.

He flew combat missions in a war to save the world. He flew missions of mercy in a cold war. Then, he spent a career flying the Friendly Skies of United. Blue skies and gentle tailwinds!

# Vernon Foster

Vernon “Vern” Foster, a 1987 Colorado Aviation Hall of Fame Laureate, succumbed to old age at 103, though in reality, Vern was never old, never over-the-hill, nor beyond his years for those who knew him.

By the time Vern reached age 96 and quit flying, he had flown for 72 years and logged nearly 25,000 flying hours, or 1,042 days or 2.85 years in the air. In that time, Vern had flown in 141 makes/models of airplanes, and instructed in 114 of them, including instruments and acrobatics. Vern allowed as how he didn't have any trouble flying at age 96, he just had difficulty climbing in and out of the airplane!



Born near Ness City, Kansas on March 22, 1917, Vern was a young man possessed by aviation after seeing the barnstormers of 1920s and 30s alight in fields around his family farm. In his 72 years of flying, Vern fulfilled the gamut of what aviation offered. Late in WWII, United Airlines had a contract with the Air Transport Command to furnish pilots. In 1945, Vern flew C-54's throughout the Pacific, flying cargo to the air bases that were liberated, and on the return flights carrying wounded service members back to the States, and later, internees from Japanese prison camps.

Kay, Vern's wife of 56 years predeceased him, as well as granddaughter Sarah Foster. He is survived by son Bill Foster and wife Judy; daughter Linda Roark and husband Gary; grandchildren, Renee Harvel and husband Paul; Jerome Roark and wife Whitney; Mathew Foster and wife Marguerite; David Foster and wife Jennifer and Ben Foster.

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A gentleman always, Vern was known for his genteel manners and words spoken softly, yet he could produce a quick, hearty laugh, even if it was at his own expense.

Vern's awards are numerous. He was inducted into the Colorado Aviation Hall of Fame in 1987; named FAA Safety Counselor of the Year for the seven state Northwest Region in 2002; received the FAA Wright Brothers Master Pilot Award in 2011; and was inducted into the Blue Max Society in 1981.

Vern's memoir "Flying in the Real World" was published in 2015.

of a national non-profit organization providing college housing on campuses across the country.

Concurrent with these activities was serving for over 10 years as a board member for an international student loan program headquartered in San Francisco and as chairman of a charitable organization, which operates a retail outlet in downtown Denver.

As a resident of Castle Pines Village, James currently represents Douglas County as an airport commissioner, serving on the board of Centennial Airport. He is also on the board of the Douglas County Community Foundation, the Screen Actors Guild and Charters by Air Denver, a company owned and operated by fellow CAHS member, Mr. Dave Kempa.

In addition, James has worked as a fundraising consultant for a museum in Boston, a start-up non-profit in Florida and the national foundation headquartered in Denver, where he had earlier been President. As an airline transport pilot and flight instructor, he flies on a weekly basis, while also participating in a tennis league and playing golf with the Air Force Academy.

### Joe Johnston

Joe is a native of the Denver area. He was reared just West of Lowry AFB near where Cherry Creek Shopping Center is now located. In his early years he often saw planes pass over on their way in and out of Lowry. This instilled an interest in aviation in him at an early age.

On graduation from high school Joe enlisted in the Marine Corps with an aviation guarantee and spent the next 18+ years in avionics supporting the A6 Intruder Weapons Control Systems at numerous bases stateside and overseas. Some of his assignments took him to Viet Nam, Japan, Okinawa, Philippines, Hong Kong, Thailand, Korea, USS Midway (CV-41), USS Coral Sea (CV-43), as well as East coast and West coast Marine and Navy Bases.

Joe has been an active member (Life Member) of CAHS for many years and part of the **AvAr** team, having trained **AvAr** agents in metal detecting. He is currently completing his second term on the CAHS Board.

In addition to this Joe was part of the teams that disassembled the society's Alexander Eagle Rock and Steen Sky Bolt and moved them to the Pueblo Weisbrod Air Museum (continued on next page)



## 2021 Society Board of Director Candidates

On Monday, March 22, we will conduct the annual meeting of the Society at the Exploration of Flight hangar at Centennial Airport, 13005 Wings Way, Englewood, Colorado. Among the evening's agenda items will be the selection of six candidates to fill open board of director positions. The following are brief biographies for the current slate of candidates.

### James Huffman

Candidate James Huffman is a retired U.S. Navy Captain, who also worked for over 25 years as the Development Director for an International Youth Program and as President

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(PWAM) and re-assembled them there. As well, Joe is a member of CAHS' ground support team and has worked the Hot Ramp at numerous air shows and the Wings B-17 Fly in's.

Joe looks forward to continuing his work with the Society as a Board Member and volunteer.

### Dave Kempa

Running for re-election is Dave Kempa, a CAHS Board Member since 2012. In addition to being an active participant in the organization and its many activities, Dave has served as both Director and Co-Director for several of the annual Hall of Fame Banquets. He is also the official photographer for all events and has been responsible for sending the email, voice announcements and notices to the membership.

As President of Charters by Air Denver, the company he founded some 40 years ago in 1981, Dave possesses a vast knowledge of aviation, as he works with many of the world's airlines and charter companies on a daily basis. In fact, his interest dates to childhood. At age 12, he joined the Civil Air Patrol, where he became Cadet Commander of his Squadron. In more recent years, he was one of the original founders of "Footprints in the Sky," a non-profit organization which provides free charter flights for those in need of medical attention, but unable to afford transportation. And his world-wide air charter company is a CAHS Corporate Affiliate, providing support at the Platinum level.

In all his endeavors, Dave adheres to one simple guiding principle. Namely, "say what you are going to do and then do it." Should problems arise, "do everything in your power to turn a 'no' into a 'yes,' in order to successfully complete a task."

### Ernie LeRoy

Ernie LeRoy is a retired Air Force Officer and Senior Space Systems Engineer with over thirty-eight years in the military and space industries. He has a Bachelor of Aviation Management degree from Auburn University, an MBA in Aviation from Embry-Riddle Aeronautical University, and a Master of Science degree in Space Systems Operations from Webster University.

A 30-year veteran of the United States Air Force, Ernie rose thru the ranks as an Aircraft Maintenance Officer with responsibilities of maintaining and supporting numerous types of military aircraft with assignments in Nebraska, Germany, and Colorado. Ernie retired from the military with the rank of Colonel and the Senior Reservist at Buckley AFB. In Space Systems, he has worked for and with major aerospace companies such as Orbital Sciences Corp, Lockheed Martin, Boeing, and Ball Aerospace developing, building, testing, and operating satellite systems.

Ernie has had a passionate interest in aviation, aviation history and archaeology since his teens, having soloed on his 16<sup>th</sup> birthday thru the Civil Air Patrol and eventually obtaining his pilot license. He is very active in CAHS's **AvAr** branch participating in field activities, researching aviation history, attending seminars, and giving aviation history presentations to civic groups.

### Ronald Newberg

Ron Newberg is a veteran of the U.S. Air Force who served overseas and was then stationed at Lowry Air Force Base. Ron has been a volunteer with "Wings over the Rockies Air and Space Museum" since 1994. He was their Exhibits Manager for many years and served on Wing's Board of Directors for over 5 years. When the Colorado Aviation Historical Society moved their office to Wings, he volunteered and has been serving as their Archives Curator, following his exhibits duties. Ron has been an officer on the CAHS board, serving as Secretary and currently as Vice President. Ron is married to long-time CAHS volunteer Beryl "Skip" Newberg.

### Robert Rushforth

Robert (Bob) Rushforth is a Chemical Engineer and Quality Engineer. He is a graduate of Lehigh University (BSChE) and is a retired Certified Quality Engineer (CQE).

Bob retired from Johns Manville Corp. as a Sr. Research Engineer after 41 years. During his early career he was involved with the Quality Assurance of the insulation for the F-111, F-14, Saturn V, Apollo, and Space Shuttle programs. His work experience included: technical writing; statistical process modeling; testing laboratory quality assurance; quality auditing (plants and suppliers); accreditation compliance; and designed experiments.

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Bob's professional awards include the Award of Merit from the American Society of Testing and Materials (ASTM) where he is an ASTM Fellow and Past Chairman of Technical Committee C16 on Thermal Insulation.

Bob has been involved in leadership positions with several avocational and non-profit organizations including: the Colorado Archaeological Society (Society Past President and Denver Chapter Past President); and the Western Interior Paleontological Society (Past President). His current volunteer activities include: Colorado Aviation Historical Society (Treasurer); Wings Over the Rockies (Library); and Denver Museum of Nature & Science (Fossil Lab Preparator).

Bob is seeking a position on the CAHS board of directors to continue to serve as Treasurer and to promote joint library interaction between CAHS and Wings Over the Rockies.

### Gary Tobey

Gary Tobey would be honored to serve on the Board to help strengthen the future of CAHS. He retired after 45 years in the private practice of law with major emphasis on business and nonprofit corporations. He has served in leadership positions in Civil Air Patrol (CAP) and other aviation organizations. Gary has assisted with his broad aviation background, as well as his legal and legislative experience. He has emphasized youth in aviation, working with government, and ensuring solid funding sources for worthy causes.

In CAP he has served as Commander of the Rocky Mountain Region (CO, UT, ID, MT, WY) and the Colorado Wing. As Government Relations Advisor, Gary has worked for decades with United States Senators, Members of Congress, and state legislators. In 1996, he co-founded and today continues as an officer of the Colorado CAP Foundation.

Gary is a combat veteran of the Vietnam War where he was a Navy attack pilot in the A-4 Skyhawk, flying 188 combat missions mostly over North Vietnam from the carrier ENTERPRISE. He flew combat cover in the rescue of seven downed U.S. airmen in four separate incidents in or just off the coast of North Vietnam and earned the Distinguished Flying Cross and over 30 other awards.

Gary served as board member on the Arapahoe County Public Airport Authority, board member and President of

Colorado Pilots Association, and was inducted into the Colorado Aviation Hall of Fame in 2019. He owned a Cessna T-210 for 30 years.

## Colorado Aviation Museum Updates

The following Colorado aviation museum updates were effective as of COB on 4 March 2021. CAHS will continue to publish current updates in each issue of the Journal.

### **Pueblo Weisbrod Aircraft Museum**

31001 Magnuson Ave, Pueblo, CO 81001, (719) 948-9219

The Pueblo Weisbrod Aircraft Museum (PWAM) reopened to the public on March 1, 2021. While closed, volunteers undertook several remodeling projects and exhibit upgrades. CAHS volunteers at PWAM also made good use of the time to upgrade two of the Society's exhibits; Southern Colorado Aviation Pioneers and a fifteen panel exhibit on the History of Flight. If you haven't visited PWAM in a while, you should plan a fun day at the museum and checkout some of their latest acquisitions, which includes an F-16A Fighting Falcon and a F-15A Eagle, along with several interesting missile displays. Oh, and don't forget to check out all of the new modifications to (my personal favorite) the "Mike" model UH-1 Huey. Arguably, this is one of the most important aircraft of the past century. For more information about the museum, go to [Pueblo Weisbrod Aircraft Museum – Showcase of Heroes \(pwam.org\)](http://pwam.org)



A new display of CAHS laureates at the Pueblo Wiesbrod Aircraft Museum (Photo: Lance Barber)

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### **Spirit of Flight Museum**

11025 Dover Street, Suite 600, Westminster, CO 80021,  
(303) 460-1156

The Spirit of Flight (SoF) History Gallery in Westminster is currently open by appointment only. The 13th Annual Spirit of Flight Day is scheduled for Saturday, July 10, 2021. In addition, the Spirit of Flight Mobile Museum will attend other events in 2021. Chasing Planes has added six new episodes on its YouTube Channel to highlight the efforts of the Spirit of Flight Foundation and their mission to save aviation history. The new episodes feature the restoration of a rare Japanese Zero Fighter, Betty Skelton and the Pitts Special, the recovery of a Cessna 210, and most recently, Art Chester and the Sky Baby. Follow the Spirit of Flight Facebook page, along with the website at [www.spiritofflight.org](http://www.spiritofflight.org) for updates and events.

### **Vintage Aero Flying Museum**

7507 CR 39 Ft. Lupton, CO 80621, (303) 668-8044

The Vintage Aero Flying Museum (VAFM) situated on Platte Valley Airpark (18V) near Hudson, Colorado, is home to one of aviation history's most notable collections of airmen regalia-The Lafayette Escadrille. Founded by CAHS Laureate and past president, Dr. Jim Parks, it is presently managed by son Andy Parks (also a CAHS past president). Open Tuesday and Thursday of each week from 10:00AM to 4:00PM, this outstanding collection is well worth a visit.

### **Wings Over The Rockies Air & Space Museum**

7711 E. Academy Blvd., Denver, CO 80230

In February, CAHS Special Events committee members helped with preparing exhibit display panels and memorabilia that highlight the history of the Tuskegee Airman at "Wings" Exploration of Flight facility at Centennial Airport. Two Tuskegee alums, Leroy "Buck" Newsom and James H. Harvey III, who have been honored as Hall of Fame Laureates of the CAHS are featured in this exhibit. The museum is open, but you have to buy your tickets online in order to visit this facility. Management has closed a number of interactive displays, and your visit is still limited to only two hours on-site. Please go to their website for important information about upcoming virtual lectures that you might find illuminating. You can go online to pre-purchase your tickets at ([wingmuseum.org](http://wingmuseum.org)) or you can contact the reception desk at (303) 360-5360.



New display honoring the Tuskegee Airman was completed at Exploration of Flight facility at Centennial Airport (Photo: Keith Shaddox)

### **National Museum of World War II Aviation**

775 Aviation Way, Colorado Springs, CO 80916

With twenty-eight fully restored and flyable aircraft, along with another ten currently under restoration, the National Museum of World War II Aviation is open Friday through Sunday, 10:00 AM to 4:30 PM. The museum offers self-guided tours and, depending upon staff availability, group tours. The WestPac aircraft restoration facility (trust me, well worth the visit) tour is also open to visitors, which start every hour on the hour. More information is available at [www.worlwarriaviation.org](http://www.worlwarriaviation.org) or (719) 637-7559.

### **Your article in Balloons to Ballistics**

The Colorado Aviation Historical Society is soliciting articles that relate to Colorado and aviation from interested contributors. We're looking for submissions that speak to any subject that you would like to see in print (i.e. aeronautical memorabilia, airports, aviators, aviation businesses, astronauts, etc.). If you have something to offer please forward it at your earliest convenience.

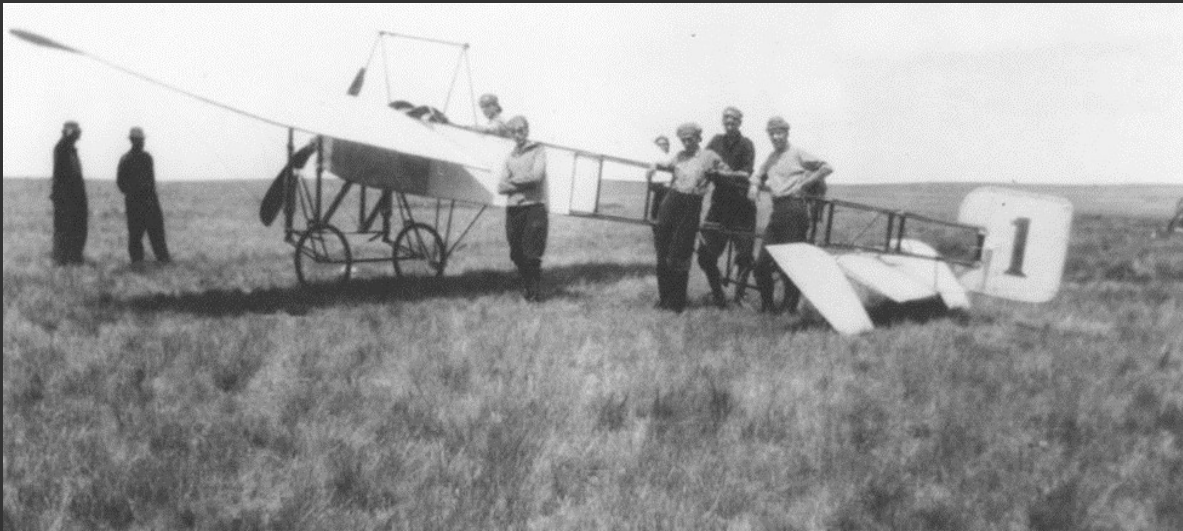
Articles should be submitted in a Times New Roman (12 font) format, and have an unjustified right edge. Please do not insert photos into the article, but add them each as an additional jpg. attachment and include a caption for each.

Submit your article(s) or questions to:  
[aviator\\_b@msn.com](mailto:aviator_b@msn.com)

# Mystery Quiz

In each issue of the Journal we will present a photograph from the Society archives and challenge you, the reader, to identify the subject. Anyone who responds with the correct answer will be mentioned in the following issue. Send your response to [aviator\\_b@msn.com](mailto:aviator_b@msn.com)

The challenge for this issue: *Identify the type of aircraft in this photograph, which includes the name of the two Colorado Aviation Hall of Fame [laureate] brothers who built it around 1911.*



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